

Evening Telegraph

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THURSDAY, MARCH 1, 1866.

United States Convention. A Stated Convention will be held in the Hall of the House of Representatives in Harrisburg, Pa., on WEDNESDAY, THE SEVENTH DAY OF MARCH, A. D. 1866, at 12 o'clock M., for the purpose of nominating a candidate for Governor, to be supported by the friends of the Union.

The ordeal of war has tried the strength of our Government. Its fire has purified the nation. The defense of the national life has demonstrated who were its friends. The principles vindicated in the field must be preserved in the councils of the nation. The arch-enemy of freedom must be struck once more. All the friends of our Government, and all who were loyal to the cause of the Union in late struggling, are earnestly requested to unite in sending delegates to represent them in said Convention.

By order of the Union State Convention. JOHN CRANNA, Chairman. G. W. HANBURY, Secretary. A. W. BENEDICT, Secretaries.

"The Beauties of Protection"—Another of the Effects of Free Trade. The Democratic party, through their organ, the New York World, have frequently reiterated their adherence to the principles of free trade. In an editorial, recently, on the "Beauties of Protection," it says:—

"A while ago it seemed as if 'Britannia rules the waves' might be nothing better than an old song. But that was in the wooden age, so to speak, before the war. Now whatever flag would 'rule the waves' must fly over iron vessels. But rather than that the Stars and Stripes should be that flag, the Pennsylvania iron-masters greatly prefer to 'protect' into their own pockets about twenty-five dollars on every ton of iron bought by American steamship builders; and the Pennsylvania coal-miners prefer to 'protect' about six dollars a ton on the coal used by American steamship builders into their own pockets.

"And, as if this were not enough, the United States Senate must needs vote the other day to prevent the American flag from being hoisted again over the vessels which, during the war, because of our inability to protect them from Confederate cruisers, accepted the security of another flag would give them, and now seek to register."

We have here another of the evils laid at the door of Protection, and for which a remedy would be found in free trade. "Let the tariff be abolished, and the commerce of America thus made the greatest of the world," say these patriots. Let us grant for a moment that they had succeeded in their schemes, what would be the result? Clearly, all the vessels would be built in England, if on "the Clyde £3 a ton will buy iron, which the protection-plunderers make the American ship-builder pay \$50 a ton for in New York," common sense would cause the builders to secure the manufacture of the vessels on the Clyde. No sane person would suppose that they would ship the iron to New York, and have it manufactured there. Hence, all of that branch of American industry which is to-day employed in erecting iron vessels would be idle, and the whole monopoly of such business be transferred to Great Britain. Hence, all the vessels launched would be British vessels, would sail under the British flag, and would pour their wealth into British pockets. We cannot see how, by such a change, the "hoped-for supremacy of American commerce" would be achieved. It would rather ruin what little commerce we have, and give to "Britannia" undivided sway over the waves. We therefore must maintain that it is better to have a few American vessels built at a cost of \$50 a ton for iron, than it is to have British ships erected at \$15 a ton. By protection we are taking the required course to secure in the future a position from which we can compete with England because our industry, fostered by a tariff, will secure such a perfect and enlarged trade that the rate will be declined.

The heinous offense committed by the Senate in refusing to allow vessels sailing under a foreign flag to be registered as American, is really the only step by which the ship-builders of the land could be saved from a ruinous competition. If such a transfer was to be allowed, then all that would be necessary for a New York merchant to do, to avail himself of the cheapness of British labor, would be to order of the Messrs. LAMB, or other English houses, a vessel which, being made at the reduced rate, could be purchased at half the price of an American built, and be quietly transferred to the protection of our flag, to compete with our American ships. Now, in order to secure the protection of our Government, it is necessary that the vessel be built in some port where it is not necessary to have it registered to make it American. Hence the two provisions, the tariff and the registration act, tend together to save from utter annihilation what interest there is engaged in ship building in our land.

The cost of iron in New York, even granting it to be fifty dollars a ton, is due to that stupid selfishness which would lead a merchant to send a ton from our iron hills to the Empire City in order to have it wrought into the form desired. The freight, the immense freight on such a heavy, bulky object, for over a hundred miles, would be saved, should the New York free trade organs cease to endeavor to prevent the erection of the Navy Yard in our city. In their vicious greed of gain they are willing to give to England all the carrying trade of the world, so that an additional commerce will flow to New York. They seek to deprive Philadelphia of the advantages given her by nature, and in the desire to monopolize all commerce, would prevent all building

of American vessels, rather than have any done by other than New York contractors; and because we seek to save our credit as a municipality, and preserve from ruinous competition our national industry, therefore we are "plunderers," and receive abuse both on the score of stupidity and on account of a lack of public spirit and commercial advancement.

"The Ill Effects of Freedom." Information reaches us that Fetichism—serpents or snake worship (in fact, devil worship)—prevails to a considerable extent near New Orleans, among the negroes. Fetichism is a stupid kind of idolatry, universally prevalent among the native African negroes, and consists in giving temporary worship to any material object which the negro fancy may at the moment happen to select, such as a tree, a coral stalk, a stone, a peck, or any animal of the earth, air, or water. But snakes, serpents, and the devil are most frequently the objects of their idolatry.

"That the negroes in any portion of this country should, so soon after their emancipation as a discharge from the physical and moral restraints imposed by the white master, exhibit a disposition to relapse into barbarism of the most painful and benighted character, is not surprising to those who know the negro well in Jamaica, and other islands of the West Indies. The lapsing tendency of African character has very often, of late, been devolved where the negro has been left to himself, without the will, influence, and government of the white man to keep him in the path of civilization. Unlike other nations, the negro does not seem to possess the internal principle of self-improvement and civilization, like the Caucasian race; and as soon as the prop and support of the white man is withdrawn from him he too frequently sinks, by the inertia of his own nature, back into that pit of darkness from which he has been rescued, with the utmost difficulty, extricated himself."—Richardson's Times.

—The cure for the disease which has only been hidden by slavery is, according to Southern logic, to keep the black in a state of compulsory Christianity. Should a negro show a desire to return to the worship of snakes, their modern civilization would correct him, not by showing the folly of such an act, but by removing the snake, and beating him for his ignorance. It never seems to have entered into the heads of these favorers of improvements that all fear of a relapse could be forever removed by the instruction of the black. It is only natural that these late serfs should return to their native worship when they have such an experience in the doctrines of Christianity—in the precepts and the workings of that gospel whose followers taught charity to all men, while they murder and consign to infamy the men and women of a weaker race. Were we freedmen we would seek, in the religion of any other land than America, a safety from future punishment. We would embrace cannibalism, we would become dervishes, or fetish worshippers, anything, however gross rather than a member of that church to which our masters belonged. We see, therefore, nothing to excite surprise in this exhibition of the Africans. With such illustrations of Christianity before them as the planners, they would naturally do nothing else. Let them be instructed; let them be shown the beauties of our religion by the mild teachings of good men, and then there will be no necessity for restraining by the whip, or the fetter, those who desire to worship snakes. We wish that all were thoroughly educated; the folly would then be evident, and the black gladly kneel side by side with that Christian who practices as well as preaches the exercise of universal good will and charity.

WHY SO MANY GO ABROAD.—Those of our readers who have noticed the list of passengers on board the foreign steamers, must have been struck with the number and character of those of our citizens who are seeking amusement by travel in other lands. The astonishment at the number is augmented by the inspection of the wealth of the tourists. Men whom we have never esteemed rich, who were in comfortable circumstances, and who have modestly passed their days in competence, but not wealth, now suddenly appear in the character of travellers, and seek a home among the hills of France, or the groves and lakes of Italy. The truth of the matter is, that for persons who receive a certain annual income from investments, it is the course dictated by economy to live in Europe. According to the last Home Journal—the statement is rather exaggerated, we think, on the score of comparative expense—the reason why so many Americans are going abroad, is in the fact that a family can live in England or France on the rent of their house in Philadelphia. One, it is said, can live in Naples, in Dresden, in Edinburgh, in Paris, or even in London, for about one-half of the cost of living in our city, and pay fifty per cent. for exchange. The article says:—

"The temptation to persons of fixed and limited incomes, who have no business pursuits to detain them here, is quite irresistible. They go abroad in order to 'make both ends meet.' Saving money is making money; so they go abroad to make money by amusing themselves—a mode of making money that does not obtain to any great extent in this country." The fallacy that to live abroad requires great wealth is now exploded. To be sure, to reside in certain portions of the Old World is as expensive as remaining at home, but nowhere is it more so. In Germany the cost of living averages less than two dollars per day, while in certain parts of Italy, and parts where it is most delicious to have a residence, the expense falls short of one dollar. Nowhere does it run beyond an ordinary American hotel bill, and one can travel over all portions of the Continent, see everything, and live luxuriantly on less than five dollars per diem. The consequences are natural. Those of our people who like to maintain a reputation, and who have really not the money whereon to find it, can go abroad. Florence and Naples are most desirable places, and when to the balmy climate is added the expense of four hundred a year, it is astonishing how much more salubrious the atmosphere becomes. There is, therefore, no cause for surprise. We would have witnessed the same social phenomenon during the war were it not that the rate of exchange was from two hundred to three hundred per cent.; but now when it is but fifty, it is cheaper and more desirable to seek in a foreign land new sights, new amusements, combined with greater economy.

MORMONISM AND MEMBERS OF CONGRESS.—BRIGHAM YOUNG, in his message to the Legislature of Deseret, says:—"I regret that indications do not appear favorable or any action during the present session of Congress. This delay on the part of our Government appears the more remarkable, as other Territories of less extent and population have gained their status as States, and no good reason can be assigned why Deseret should continue to be thus excluded." We fear BRIGHAM does not read the debates in Congress. If he did he would have seen an excellent reason why his admission should be refused. We think it was "Sunset. Cox who put the horrid proposition, that 'if the representatives from Utah should bring their wives, they would monopolize the gallery and invade the floor of the House, thus excluding the other ladies and impeding legislation.' The thought of the consequences, domestically considered, of thus shutting the doors of Congress on their own ladies, so affected the members that the motion to admit the delegates was at once laid on the table. The Prophet further says:—"The question as to how long it will be proper for us to submit to thus have our constitutional rights and franchises withheld from us is an important one, but we leave its solution to Him who rules all things."

NEWS FOR HOLDERS OF CITY WARRANTS.—Persons in possession of city warrants issued previous to 1864 will be glad to learn that they can realize the cash after the coming 10th of March, by presenting them at the office of the City Treasurer. Mr. BUMM deserves the thanks of the community for the energy and efficiency with which he has conducted the financial affairs of the city during a period of great difficulty and gloom. The present prospect is, that Philadelphia is in a fair way to liquidate all its indebtedness without a resort to onerous taxation. This is a consummation devoutly to be wished for.

WHAT DOES IT MEAN?—We notice among the arrivals at the Continental last night three gentlemen who hold high official position in the military world. Major-General J. A. HARRIS, Inspector-General and A. A. G.; Major-General D. H. RUCKER, the active and efficient officer who superintended the immense Bureau of Transportation during the war; and Colonel A. J. PERRY, Chief of the Second Division of Clothing and Equipage of the Quartermaster's Department. General Harris has won an enviable reputation for devotion to duty and official ability during the war, and is the tried friend and confidant of Secretary STANTON. What are these gentlemen doing in our city? Have they come to investigate the affairs of the Department here, and to examine into its rumored unnecessary size? Colonel McKim, the present Quartermaster, is an able officer, and we doubt not that an examination will only reflect to his credit. Should there be anything wrong it cannot be imputed to him, but must rest with some of its predecessors.

SPECIAL NOTICES. NORTH AMERICAN MINING COMPANY. Office, No. 327 WALNUT Street, (SECOND FLOOR). 100,000 Shares, Capital Stock. Par Value \$10.00. This Company owns in fee simple several valuable Silver Mines in Nevada. 50,000 Shares for Working Capital. 25,000 to be Sold in 25 Lots at \$5000 Each. Subscriptions received at the office until March 14. BY ORDER OF THE DIRECTORS. T. S. EMERY, Treasurer. DEPARTMENT OF PUBLIC HIGHWAYS, Office, S. W. corner of FIFTH and WALNUT Streets. PHILADELPHIA, February 27, 1866. NOTICE TO CONTRACTORS. Sealed Proposals will be received at the office of the Chief Commissioner of Highways on MONDAY, March 5, for the construction of a sewer on the line of Market street, from the west line of Wyoming street westward to the west line of Market street, and from the west line of Market street eastward to the west line of Second street, and from the west line of Second street eastward to the west line of Third street, and from the west line of Third street eastward to the west line of Fourth street, and from the west line of Fourth street eastward to the west line of Fifth street, and from the west line of Fifth street eastward to the west line of Sixth street, and from the west line of Sixth street eastward to the west line of Seventh street, and from the west line of Seventh street eastward to the west line of Eighth street, and from the west line of Eighth street eastward to the west line of Ninth street, and from the west line of Ninth street eastward to the west line of Tenth street, and from the west line of Tenth street eastward to the west line of Eleventh street, and from the west line of Eleventh street eastward to the west line of Twelfth street, and from the west line of Twelfth street eastward to the west line of Thirteenth street, and from the west line of Thirteenth street eastward to the west line of Fourteenth street, and from the west line of Fourteenth street eastward to the west line of Fifteenth street, and from the west line of Fifteenth street eastward to the west line of Sixteenth street, and from the west line of Sixteenth street eastward to the west line of Seventeenth street, and from the west line of Seventeenth street eastward to the west line of Eighteenth street, and from the west line of Eighteenth street eastward to the west line of Nineteenth street, and from the west line of Nineteenth street eastward to the west line of Twentieth street, and from the west line of Twentieth street eastward to the west line of Twenty-first street, and 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eastward to the west line of One hundred and ninetieth street, and from the west line of One hundred and ninetieth street eastward to the west line of One hundred and one hundred street, and from the west line of One hundred and one hundred street eastward to the west line of One hundred and one hundred and first street, and from the west line of One hundred and one hundred and first street eastward to the west line of One hundred and one hundred and second street, and from the west line of One hundred and one hundred and second street eastward to the west line of One hundred and one hundred and third street, and from the west line of One hundred and one hundred and third street eastward to the west line of One hundred and one hundred and fourth street, and from the west line of One hundred and one hundred and fourth street eastward to the west line of One hundred and one hundred and fifth street, and from the west line of One hundred and one hundred and fifth street eastward to the west line of One hundred and one hundred and sixth street, and from the west line of One hundred and one hundred and sixth street eastward to the west line of One hundred and one hundred and seventh street, and from the west line of One hundred and one hundred and seventh street eastward to the west line of One hundred and one hundred and eighth street, and from the west line of One hundred and one hundred and eighth street eastward to the west line of One hundred and one hundred and ninth street, and from the west line of One hundred and one hundred and ninth street eastward to the west line of One hundred and one hundred and tenth street, and from the west line of One hundred and one hundred and tenth street eastward to the west line of One hundred and one hundred and eleventh street, and from the west line of One hundred and one hundred and eleventh street eastward to the west line of One hundred and one hundred and twelfth street, and from the west line of One hundred and one hundred and twelfth street eastward to the west line of One hundred and one hundred and thirteenth street, and from the west line of One hundred and one hundred and thirteenth street eastward to the west line of One hundred and one hundred and fourteenth street, and from the west line of One hundred and one hundred and fourteenth street eastward to the west line of One hundred and one hundred and fifteenth street, and from the west line of One hundred and one hundred and fifteenth street eastward to the west line of One hundred and one hundred and sixteenth street, and from the west line of One hundred and one hundred and sixteenth street eastward to the west line of One hundred and one hundred and seventeenth street, and from the west line of One hundred and one hundred and seventeenth street eastward to the west line of One hundred and one hundred and eighteenth street, and from the west line of One hundred and one hundred and eighteenth street eastward to the west line of One hundred and one hundred and nineteenth street, and from the west line of One hundred and one hundred and nineteenth street eastward to the west line of One hundred and one hundred and twentieth street, and from the west line of One hundred and one hundred and twentieth street eastward to the west line of One hundred and one hundred and twenty-first street, and from the west line of One hundred and one hundred and twenty-first street eastward to the west line of One hundred and one hundred and twenty-second street, and from the west line of One hundred and one hundred and twenty-second street eastward to the west line of One hundred and one hundred and twenty-third street, and from the west line of One hundred and one hundred and twenty-third street eastward to the west line of One hundred and one hundred and twenty-fourth street, and from the west line of One hundred and one hundred and twenty-fourth street eastward to the west line of One hundred and one hundred and twenty-fifth street, and from the west line of One hundred and one hundred and twenty-fifth street eastward to the west line of One hundred and one hundred and twenty-sixth street, and from the west line of One hundred and one hundred and twenty-sixth street eastward to the west line of One hundred and one hundred and twenty-seventh street, and from the west line of One hundred and one hundred and twenty-seventh street eastward to the west line of One hundred and one hundred and twenty-eighth street, and from the west line of One hundred and one hundred and twenty-eighth street eastward to the west line of One hundred and one hundred and twenty-ninth street, and from the west line of One hundred and one hundred and twenty-ninth street eastward to the west line of One hundred and one hundred and thirtieth street, and from the west line of One hundred and one hundred and thirtieth street eastward to the west line of One hundred and one hundred and thirty-first street, and from the west line of One hundred and one hundred and thirty-first street eastward to the west line of One hundred and one hundred and thirty-second street, and from the west line of One hundred and one hundred and thirty-second street eastward to the west line of One hundred and one hundred and thirty-third street, and from the west line of One hundred and one hundred and thirty-third street eastward to the west line of One hundred and one hundred and thirty-fourth street, and from the west line of One hundred and one hundred and thirty-fourth street eastward to the west line of One hundred and one hundred and thirty-fifth street, and from the west line of One hundred and one hundred and thirty-fifth street eastward to the west line of One hundred and one hundred and thirty-sixth street, and from the west line of One hundred and one hundred and thirty-sixth street eastward to the west line of One hundred and one hundred and thirty-seventh street, and from the west line of One hundred and one hundred and thirty-seventh street eastward to the west line of One hundred and one hundred and thirty-eighth street, and from the west line of One hundred and one hundred and thirty-eighth street eastward to the west line of One hundred and one hundred and thirty-ninth street, and from the west line of One hundred and one hundred and thirty-ninth street eastward to the west line of One hundred and one hundred and fortieth street, and from the west line of One hundred and one hundred and fortieth street eastward to the west line of One hundred and one hundred and forty-first street, and from the west line of One hundred and one hundred and forty-first street eastward to the west line of One hundred and one hundred and forty-second street, and from the west line of One hundred and one hundred and forty-second street eastward to the west line of One hundred and one hundred and forty-third street, and from the west line of One hundred and one hundred and forty-third street eastward to the west line of One hundred and one hundred and forty-fourth street, and from the west line of One hundred and one hundred and forty-fourth street eastward to the west line of One hundred and one hundred and forty-fifth street, and from the west line of One hundred and one hundred and forty-fifth street eastward to the west line of One hundred and one hundred and forty-sixth street, and from the west line of One hundred and one hundred and forty-sixth street eastward to the west line of One hundred and one hundred and forty-seventh street, and from the west line of One hundred and one hundred and forty-seventh street eastward to the west line of One hundred and one hundred and forty-eighth street, and from the west line of One hundred and one hundred and forty-eighth street eastward to the west line of One hundred and one hundred and forty-ninth street, and from the west line of One hundred and one hundred and forty-ninth street eastward to the west line of One hundred and one hundred and fiftieth street, and from the west line of One hundred and one hundred and fiftieth street eastward to the west line of One hundred and one hundred and fifty-first street, and from the west line of One hundred and one hundred and fifty-first street eastward to the west line of One hundred and one hundred and fifty-second street, and from the west line of One hundred and one hundred and fifty-second street eastward to the west line of One hundred and one hundred and fifty-third street, and from the west line of One hundred and one hundred and fifty-third street eastward to the west line of One hundred and one hundred and fifty-fourth street, and from the west line of One hundred and one hundred and fifty-fourth street eastward to the west line of One hundred and one hundred and fifty-fifth street, and from the west line of One hundred and one hundred and fifty-fifth street eastward to the west line of One hundred and one hundred and fifty-sixth street, and from the west line of One hundred and 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nineteenth street, and from the west line of One hundred and one hundred and one hundred and nineteenth street eastward to the